

A LITTLE APRIL BLIZZARD.
GENERAL DISCOMFORT CAUSED BY THE STORM.

FOUR INCHES OF SLEETLY SNOW, ACCOMPANIED BY A PIERCING WIND, MAKES LIFE OUT OF DOORS A BURDEN—THE WORST IS OVER.

The snow-covered streets which greeted the people yesterday morning were the introduction to one of the most disagreeable days that have been experienced in this city for some time. A snowstorm at a time when bright spring weather might properly be expected is bad enough, but yesterday's weather comprised samples of everything that is calculated to make life out of doors a burden. The storm was not unexpected by the officers of the Weather Bureau, and was heralded on Monday night by the flying of signals. The snow began to fall about 4 a.m., and the miserable conditions it brought with it were made worse still by an accompanying high wind that blew the fine particles of snow with blinding effect into the faces of pedestrians. By 7 o'clock in the morning nearly two inches of snow had fallen, and, as it continued without abatement, traffic on the local railroads was considerably impeded. The conditions which prevailed during the morning, with the swift northerly winds and low temperature, pointed to the imminence of a blizzard. But shortly before 2 p.m. the snowfall ceased, and, although the sky remained heavily overcast for the rest of the day, there was no further visitation of the skeletal downpour. Altogether about four inches of snow fell, and the slush into which it was quickly converted in the more frequented streets made walking difficult and unpleasant. No matter how bad the weather may be, Sergeant Dunn, the head of the local Weather Bureau, will view it through optimistic spectacles. Late as is the season, he refused to see anything out of the ordinary in yesterday's storm.

"There is nothing unusual about it," he said. "We have had snow as late as May, and there is nothing unprecedented in the low temperature. For instance, on April 5, 1874, the mercury fell to 30 degrees, and, as for snow, it fell heavily on April 5, and again on April 6 and 7, 1882, while on April 7 and 12 last year there was several inches of snow. This storm developed on Monday morning in the Arkansas Valley, and, moving eastward, was carried across the state of Colorado. It is attended by dangerously high winds along the middle and southern Atlantic Coast. In the Southern States the storm is accompanied by a heavy rain, but here in New York the storm would pass away from this region by to-morrow, and that more nearly normal weather would prevail."

Commissioner McNamee, of the Street Cleaning Department, decided the depth of snow which had accumulated in the city, and which had to work its removal, in that were regularly employed by the Department. He informed a Tribune reporter yesterday afternoon that he had been informed by the Weather Bureau that no snow would probably fall again, and that the storm was thought to be the regular force of men could take care of it. The district superintendents were ordered early in the morning to have a sufficient number of men on duty, and, throughout the day, and by last night Broadway and many of the principal streets in the lower part of the city had been cleared of snow to a great extent. Companies of men were sent to the elevated roads, and by the end of the day the cars at exposed points where the cars would get stuck. The wheels would go around, but on the slippery rails could not hold. It is feared that the snow has injured the tracks, and that the cost of removing them should be another fall of snow of any proportion he would call upon the snow contractor, but he intended, if possible, to save the city from any extra expense.

WESTCHESTER TROLLEY LINES BLOCKED.
There was a snowstorm at White Plains nearly all day yesterday, accompanied by a high wind which gave a blizzard-like appearance. The road was more or less closed, and travel on the trolley lines was impeded. As soon as the sun shone the warm earth the snow began to melt and pack, and as the trolley between White Plains and Tarrytown only runs at long intervals, the cars had to wait until the snow had melted, and by last night Broadway and many of the principal streets in the lower part of the city had been cleared of snow to a great extent. Companies of men were sent to the elevated roads, and by the end of the day the cars at exposed points where the cars would get stuck. The wheels would go around, but on the slippery rails could not hold. It is feared that the snow has injured the tracks, and that the cost of removing them should be another fall of snow of any proportion he would call upon the snow contractor, but he intended, if possible, to save the city from any extra expense.

COLLISION IN THE SNOWSTORM.
The steamer Shadyside, of the Stamford Line of steamers, yesterday morning had a collision in the East River with a railroad freighter that was in tow of the tugboat Henry A. Palmer. The steamer struck the plan on the starboard side, smashing the hull and breaking the bow of the steamer. The collision was due to the density of the snowstorm and a misunderstanding of signals.

There was some difficulty in getting the passengers on the steamer, but no one was hurt. The tug Evelyn went to the rescue of the Shadyside, and towed her to Pier No. 4. Captain Sheldon Bullock was in charge of the Shadyside.

EARLY LONG ISLAND CROPS DAMAGED.
The storm on Long Island seriously damaged buds, and the injury to fruit trees and early crops will be heavy. It was especially severe in Suffolk County. At the east end, in the neighborhood of Gardner's Bay, there was a heavy wind blowing. Town elections were held yesterday, and the blinding snow was responsible for a light vote.

The schooner Edith Louise, Captain John Moore of Greenport, laden with fertilizer for J. M. Wells & Son, of Greenport, went ashore in Cherry Harbor just west of Gardner's Bay. She is now a total loss, and the vessel will be pulled off and be believed, without any damage. As a result of the storm, farmers say that vegetables and other farm supplies will be dearer, because the storm has killed many kinds of produce.

PONOMAH MILLS SHUT DOWN.
MULE SPINNERS FOLLOW OTHER WORKMEN'S HANES HOME.

Norwich, Conn., April 5.—The strike at the Ponoma Cotton Mills, which began yesterday, became general today, when the mule-spinners walked out in obedience to an order from the National Union. Last night the strikers paraded the streets of Taftville, and subsequently held a meeting and closed doors. This morning the mule-spinners refused to work, the mills were shut down, and the working force of about fifteen hundred hands is idle.

ANTHRACITE COAL MARKET.
The Anthracite Coal Operators' Association says in its April letter:

The past month of March has proved one of unexpected and exceptional dullness in the anthracite market. The unusually mild weather reduced household consumption to a minimum, and as a consequence, there has been practically no demand on retail dealers and they, in turn, have little to offer to the miners from the initial sellers. Notwithstanding this, however, the latter have maintained prices with unexpected firmness, and while there have been the usual rumors of movement, there is no evidence of any marked substantiation, excepting so to some small sales on coal which was claimed to be below standard. April has opened without any improvement in buying, and with an added uncertainty as to the possibility of a further belated announcement.

The situation will undoubtedly be helped materially by keeping the production within the estimated consumption of 2,000,000 tons, and, as ever, sending the miners to the mines to keep the market supplied with coal, and a fair portion of that carried in stock. It is expected that this estimate will be adhered to, and, while the result of the market situation will be greatly strengthened.

Until there is some definite announcement as to spring prices, no decided buying movement can be looked for, and the market will remain as it is now, with little hope that there will be any large purchases for investment in view of the utter failure last year to maintain prices, or keep the output within the consumption in the most critical months.

For the whole, the market may be stated as firm in price, but with little demand, and the April movement depending on the action as to spring prices.

SHOE FACTORY AGAIN RUNNING.
Marlboro, Mass., April 5.—The difficulty which has existed in the shoe factory of John A. Frye, of this city, between the firm and the sanders in its employ, was settled to-day by an agreement between the men and the employers. The trouble started a week ago when ten of the men could not come to an agreement as to a division of the work and left the factory. Mr. Frye then closed doors, throwing three hundred men out of employment.

ART TILE COMPANIES TO COMBINE.
Akron, Ohio, April 5.—It is announced here that a deal is nearly completed for the consolidation of all the art tile works in the country, about a dozen in number.

NEW CORPORATIONS IN THIS STATE.
Albany, April 5.—The following stock companies have been incorporated:

Delaware River Construction Company of New York City, to perform general construction work; capital, \$100,000. Directors—F. S. Little and Herbert E. R. of Brooklyn, and Louis G. Smith, of Manhattan.

The Great American Pipe and Steel Co., of Manhattan, New York City, to deal in merchandise of all kinds; capital, \$100,000. Directors—Michael Levi, P. A. Siegelstein and Asher Holtz, of Manhattan.

SASH AND BLIND COMPANY ASSIGNS.
Chicago, April 5.—Wolff Brothers Manufacturing Company, manufacturers of sashes, doors and blinds, assigned yesterday. The liabilities were \$6,000, and the assets slightly larger.

H. H. COLLINS' INK ERADICATOR REMOVES INK AND OTHER STAINS

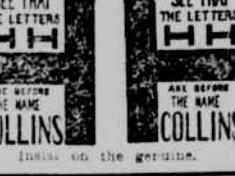
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